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## FOREIGN MISCELLANY.

*From the United Service Journal.*  
ECONOMY OF A MAN OF WAR.  
No. VII.

### THE LIEUTENANT—Concluded.

After having undergone the routine thus described, our officer ascends, by filling vacancy after vacancy, as occasioned by removal, death, or preferment, till at length he becomes the First Lieutenant, or Captain's vicegerent. In this capacity he is the authorized channel through which the executive orders flow, and the official organ of his commander's behests. But though in some respects he may be deemed the heir-apparent, more of his future interest will depend on his personal conduct and example than in any other station on board a man-of-war. We regret that the vicissitudes of fortune should be such that some of the most meritorious men in the service have, as it were, slipped through the slings of advancement, and fallen into the hopeless recesses of retirement; but the chances of success are still encouraging; numbers, who depend entirely on their own exertions, have received both reward and distinction; and many of the disappointed, growl as they may, have been requited more in proportion to their merit than their expectation.

The general printed Instructions are less monitory towards this officer than to any other whom they dictate. They merely state that, in the absence of the Captain, "the senior Lieutenant on board the ship is to be responsible for every thing done on board. He is to see every part of the duty as punctually performed as it could be if the Captain were present. He may put under arrest any officer whose conduct he shall think so reprehensible as to require it, and he may confine such men as he shall think deserving of punishment; but neither he, nor any other Lieutenant who may become commanding officer, is to release an officer from his arrest, nor to release or punish any man who has been confined, which is to be done by the Captain only, unless he be absent from the ship with leave from the Admiralty, or from the Commander-in-Chief, in which case it is to be done only by the senior Lieutenant commanding the ship in his absence." This is so general in its application as to show but little of the charge and cares of the station; we shall, therefore, expand it, by dwelling a little more at length on the duties of the marine Grand Vizier.

The First Lieutenant is the most considerable of all the officers under the Captain, for his interference and authority extend, both in *materiel* and *personnel*, over the whole ship; it is therefore almost needless to add that, in addition to the abilities of an accomplished officer, he should possess decision, manner, and temper, each of which qualities is in constant requisition. His whole attention must be systematically directed to the order, comfort, and accommodation of the crew; and he should not only discharge the duties particularly attached to his own station with zeal and alacrity, but also assist the other officers in comprehending and executing theirs. To carry these requisites to the desired pitch, he must on every occasion study to promote the good of the public service in all its branches, and so conduct himself as to be a pattern of morality, regularity, and good method; for people are both incited and impelled by example.

To promote a rigid observance of rule in the routine of duty, seems to be a first and principal requisite in the grand mechanism of discipline. When once a well-regulated system is established in a man-

of war, it should never be departed from, as every person in her would then know what was expected from him, and consequently what time he would have to spare for his own private occupations; good men would take a pride in doing their particular tasks quickly and well, and bad ones would not dare to neglect theirs, conscious that they could not do so without detection. For the full accomplishment of this end the obligations are mutual; for, while it is admitted by the regulated that subordination is necessary to good order, it is also clear that the regulators are so to study the condition of those who are to obey, that command and obedience may follow each other as naturally as cause and effect. Though the Captain be the actual fountain of command, much of this must result from the personal conduct and tact of the First Lieutenant, who, with his seamanlike attainments, must combine a knowledge of human nature, and, never losing his self-command, should so deport himself that no imputation can be cast on his partiality, or want of attention to the ease and effectiveness of the whole ship's company.

When selecting this officer, if choice be allowed the Captain, he should keep the good of the service in view, and, though at a distance, remember the valuable adage, that "it is better for a ruler to make a favorite of his minister than a minister of his favorite." And as so much of the whole movement of a ship depends on the abilities of this executive officer, the Commander, after being satisfied of his efficiency, will be politic in leaving the internal management to his direction, marking out the principal bearings by which he intends the ship to be governed, and allowing, at the same time, a certain latitude to improve and digest them into regular order. It has been found that the exertions of this officer will be in proportion to the confidence reposed in him; and, though a Captain should always retain the tiller in his own hand, there can seldom be an actual occasion for damping the zeal of his factotum by violent or unnecessary mandates.

The First Lieutenant should make himself acquainted with the qualifications of every officer and man in the ship, and so distribute them in watches and stations that the service may derive the benefit of their full capacity. He should carry himself steadily and impartially towards all, and recollect that the utmost cleanliness may be procured without that eternal washing and polishing in which some senior Luffs delight; and men may be incited in their utmost exertions without having their ears violated with the flowers of the "Devil's dialect." Spirit and example will ever prove superior to coercion and execration. That constant fidgetting to find work to keep mischief out of the men's minds, which was the mistaken notion of some executives, is a piece of the same barbarian policy which impelled Muley Ishmael to employ his slaves in building and pulling down again; "for," said he, "if I have a bag of rats, unless I keep that bag stirring, they will eat their way through." The application of this simile was more specious than real, for we know that needless labor and harassing irregularities are rife causes of irritation. We therefore recommend that turning up the hands without strict occasion be avoided; that every indulgence be afforded to the watch below, and that the people be allowed full time to their meals; the *prandium caninum* never being inflicted but under the pressure of necessity; observances which will ensure a reserve of vigor for extreme cases.

The executive must so mix himself with the affairs of his charge, as to understand their wants,

wishes, and proceedings; he should hear and be heard; and, while blaming misconduct, encourage amendment. In cases of fault, he should never promise punishment or complaint to the Captain without faithfully keeping his word; a practice which will check him from a hasty utterance of threats; and much of his discretion will be shown in so managing his authority that appeals to the Commander are made only on the gravest occasions. Men who constantly vociferate, "I'll get you punished," "I'll clap you in irons," "I'll report you to the Captain," without sticking to the point, become the jest of the crew. "Bear a hand Dick," said a topman to his messmate, "for the First Lieutenant swears he'll start the whole watch." "Not he," replied Dick, "he'll talk of a tar a long while afore he eats it." Yet he must constantly support the petty officers, or insubordination will be sure to ensue; for insolence mostly rises in proportion as the condition of its opponent sinks, like the topping on a yard-arm to depress the other end lower.

Nor is it among the seamen only that his discretion is to be exercised. As he associates occasionally, not only with his brother officers, but with the heads of the several departments, he should steer between familiarity and reserve, and maintain the consequence and authority of his station in cases of need. This is often a difficult point, and requires a man to be determined without the taint of arrogance. Tillotson observes, that ambition may raise individuals to high places, but "pride and insolence, and contempt of others, do infallibly defeat their own design. They aim at respect and esteem, and never attain it; for all mankind do naturally hate and slight a proud man." It therefore behoves the "Vizier" to be circumspect in his carriage and discourse, and his topics of conversation should be so general as to discourage the discussion of official circumstances at the mess-table, in the indulgence of which so many fatal altercations have taken rise. To our opinion on this head we may subjoin the remarks of the experienced and judicious Captain Anselm Griffiths:

"The duty of this officer is in every point of view important; and not the least part of it is that of setting an example in his own person, and exercising a due control, to check every disposition in the conversation at the mess-table tending to the subversion of discipline, or disrespectful to the Admiralty and Government. Nothing can be farther from my intention than to suggest a meddling narrow-minded interference, which, while it would degrade his own character, must produce disgust and discord.

"He should consider himself as one of the mess so long as the conduct and the conversation continue to be gentlemanly and correct; but the moment either of these indispensables is forgotten; the instant quarrels arise, or that conversation degenerates into opposition to authority, or language disrespectful to their superiors, he should recollect his trust, and the messmate should become the First Lieutenant, interposing, without delay, his example and authority to check and prevent it. This is clearly his duty, and is one which, I am quite satisfied, if correctly exercised, must tend to elevate him in the minds of his employers.

"We have no right to look for perfection, and that officers may occasionally be suffering under irritated feelings is true; but that they should be permitted, in the absence of their senior officers, to break the bounds of subordination by the violent expressions of anger and abuse of their Captain, cannot for a moment be sanctioned. Whenever such cases arise, the First Lieutenant should mildly represent the impropriety; that not producing the effect, he must interpose his authority; and it is indispensable he should do this solely on that ground, and not permit himself to be deemed subject to a personal call for a mere performance of a most imperious duty."

Under the conviction that the entire discipline of the vessel depends in a great measure on his own capacity and conduct, the First Lieutenant should be prepared to meet and discharge the duty of his appointment in such manner that it may reflect honor on his own character, and credit to the ship. To accomplish this, he has not only himself and his Captain to please, the subordinates must be satisfied with his deportment and integrity; in which case the operations proceed with alacrity, the spirit of emulation pervades all classes, and the result becomes the suffrage to his system and arrangement. Look to the beautiful state of most of the ships during the late wars, when, though an insolent enemy was threatening to destroy the ports of Great Britain with the ruins of her towns, our blockaded country spread her fleets over the globe. Then were efficiency, comfort, cleanliness, regularity, order, and even happiness, most strikingly combined; and how common was the question, on seeing a "crack" ship join company, "Who is the First Lieutenant?"

The First Lieutenant must see that all the subordinate and petty officers perform their specified duties; and he is to receive regular reports that whatever he orders is duly executed. He will take strict accounts of the moral condition of the ship from the mates of the decks; from the carpenter, who should be an expert and practised mechanic, he will get the daily particulars of the spars, wings, pumps, fire-screens, tarpaulins, and all fitted furniture; the boatswain, who ought to be a thoroughly active and hardy seaman, will report the state of the standing and running rigging, sails, boat-gear, and convertible supplies, and that the head, bows, channels, quarters, and booms, are clear of lumber; from the gunner, who, unfortunately, is usually inferior to his appointment, he will gather the state of the guns, gun-gear, and furniture, the arms, the main-yard, the fish-gear of the anchors, the relieving tackles, and the state of the cartridges in the magazines. The last is an important consideration, for when the powder requires turning, or the magazine is to be entered at all, the light and fires should be extinguished, except that under charge of a sentinel, and the light-room in custody of the master-at-arms, and the magazine-passages well-wetted with half wrung swabs. The keys of the magazine are to be kept by the First Lieutenant in a part of his cabin known only to the other Lieutenants, and never delivered to any person but the gunner. The other store-room keys may be hung in any part of his cabin, and, when wanted, handed over to a Midshipman or warrant officer.

The ship's company, if possible, should be distributed into three watches, and as many divisions as there are Lieutenants belonging to the ship. Complete watch, station, fire, and quarter bills are always to be hung up under the half-deck, so that every man may learn and know his proper place, in which he is to be made as perfect as his aptitude will admit. In carrying on duty, it will greatly promote regularity if the executive officer use the words with which the Captain commands, for every approach to a specific system of mandate must diminish complexity, and therefore prove beneficial to the commanded. But we do not hereby advocate the adoption of an empty mannerism, or the servile parody of a particular habit, phraseology, or external manner, by which so many officers have been led into a notion that they were aping their betters. Count Castiglione, in *Il Cortegiano*, mentions a friend of his, who fancied himself like Ferdinand, the younger, of Arragon, though resembling him in nothing else but the frequent tossing of his head and screwing one side of his mouth, which was a habit the King had contracted through infirmity; "and many there are," adds he, "who think they have gained a considerable point if they can but copy after a great man in something, tho' that particular be perhaps the most disagreeable part of his character." We have met many instances



of this, and well remember the reply of a Commander of one of his Majesty's vessels (who had, by a freak of fortune, attained a station for which his understanding and knowledge utterly incapacitated him, and who soon after lost his ship) to Lord Gambier's secretary. This gentleman having gently hinted that the Admiral was not pleased at the repeated neglect of his directions, was saluted with the following exclamation: "Oh, Nelson never cared about orders!"

A personal example tends to rectify or form the conduct of others; wherefore, the First Lieutenant, while insisting upon every one's acting his proper part, should be scrupulously attentive to all points of his own duty. When the hands are called, he should never fail to attend, as his presence will enforce a general compliance and attention to the required evolution, and will also enable him to acquire that knowledge of the men's qualities, which is so important a branch of his charge. The duty of ascertaining the weight of each individual's character is indeed so requisite to the executive officer, that he cannot make a judicious or serviceable disposition of the ship's company without it. A practised eye will quickly resolve a draft of hands into their respective stations, while one of less experience may appoint a prime seaman to be swab-washer, or turn a sweeper upon the fore-castle. We must be excused a few words upon this head.

It is well known that the crews of our men-of-war are made up of petty officers, seamen, marines, ordinary seamen, mechanics, landsmen, and boys. These various classes quickly assimilate by custom and example, inasmuch that one great end of their association, a capacity for undergoing the fatigues and incidents of sea-life, is soon acquired, and that hardy courage which so greatly distinguishes British sailors, though in some degree inherent in their natural constitutions, yet is increased and ripened by their habits of life. But though the minds of all be tainted to a contempt of danger and death, the capacities of the men remain so various and distinct, that the organizing of them properly, so as to gain the most from their ability, is a proof of the First Lieutenant's experience and discernment.

The petty officers, as quartermasters, gunners, and boatswain's mates, are selected from the best and most practised seamen in the ship, and their station is the line of encouragement to good and deserving hands. As leaders of a ship's company, such men ought to be greatly fostered and encouraged, not merely for their own sakes, but also that of the public; and we are glad to perceive that recent enactments prove that his Majesty has viewed them in the same light. The offices of sail-maker, caulker, armorer, rope-maker, master-at-arms, ship's corporals, coxswain, and cook, are also filled by select men, who should be upheld in their several avocations, so that their warrants may not be stigmatized as "brown paper" ones by their sneering messmates. Subordinate to these, but of equal importance in active exertion, are the captains of the several divisions and subdivisions of a watch, who are usually chosen as most likely, from their spirit and promptitude, to be useful to the parties under them.

The fore-castle-men are downright regular-built seamen, who plume themselves on the consequence attached to their station; they should be manly, strong, and brave; they are presumed to understand thoroughly the setting, reefing, and furling of sails, as well as knotting, seving, and splicing, in all their branches; and they are to take both helm and lead under the most critical exigences. Unlike Proteus, these hard-a-weather Zebulunites can assume no form but their own, and under easy circumstances are sometimes "too forceful to be forced." But in the battle or the breeze, when there is "something for a fellow to do," the grumbling subsides, and the sterling character of the boatswain's birds shines forth unequivocally. The next in seamanship to

these, and even before in general active obligations, are the top-men, usually composed of sprightly and vigorous young men, who have got over their sea-noviciate. From the pride and emulation of this class, it is, perhaps, the most useful on board; on the one hand preparing recruits for the fore-castle, and on the other stimulating the advance of the more enterprising and voracious of the youthful landmen.

The after-guard and waisters are made up of ordinary seamen and landmen, and constitute the largest division of the crew, on whom most of the inferior drudgery of the ship devolves; and, to them may be added the idler's or cook's mates, butcher, baker, poulterer, cooper, mechanics, loblollies, servants, and boys. Although it must be admitted that some woefully "hard bargains" are to be met with in this large portion of the company, there are also to be found numbers of the most willing men in the service; and a careful First Lieutenant, by a circumspect system of encouragement, may greatly amend and improve them. The long-shorers have affected great surprise that such numbers of men should have served in the Navy, without ever qualifying themselves as seamen, or even becoming so familiar with a seaman's duty as to be useful in a merchantman. Very little attention to the conditions will resolve the problem and explain the difficulty. Among the operating causes to be remedied are, firstly, the majority of the after-guard and waisters usually enter the King's Service at too advanced an age, and with habits too fixed, ever to acquire that sailor-like tact which may be deemed second nature; and, secondly, in some ships, when once a wight was installed a steward, a barber, a musician, or a servant, he was thenceforward an out-and-out official employé, and, as such, debarred from profaning his hand with ropes or tar-buckets.

Now, we recommend that such of the raw hands as evince capacity, should be induced, not coerced, to learn so much of the business of sea-life as to enable them ever after to gain their bread by it, if they choose. To be sure, a grass-comber at the weather-easing may be as absurd as Sheridan's Thames with both his banks on one side; but, under judicious instruction, he may be taught the names and uses of all the different ropes, knotting and splicing, reefing and furling, and the pulling of a good oar in a boat. This may be largely contributed to by the executive's adopting a course between the indifference sometimes manifested towards that class, and the driving system followed at other times.

Indeed, no men ought to be tasked or black-listed in a body; let the undeserving or ill-conducted individual be drawn forth and treated according to his demerits; but emulation ought not to be stifled by manifest injustice—

"For censure oftentimes, you know,  
Will strike the dove, and spare the crow."

Having already alluded to the steadiness and worth of the Royal Marines, we have nothing to add, but that if they are treated with a liberal confidence by the First Lieutenant, he will find it the surest method of promoting content and regularity. Their non-commissioned officers, in the aggregate, are most worthy public servants; and though the privates are not compelled to go aloft, they are most useful in their watches, and many of them attain a very respectable degree of seamanship.

Having thus the executive power of the ship in his hands, the First Lieutenant should plume himself on her creditable appearance and efficiency, and, while forwarding the Captain's behests, should animate his people to "take the shine" out of the rest of the squadron. The word "impossible" cannot always be assigned, as Napoleon wished it, to fools; but it is too often the adjective of the idle and irreso-

\* Napoleon himself learned how to apply the word before Fortune's wheel had completed its revolution.

lute; and every judicious commanding officer will do well, under all circumstances, to recollect the old saw: "Where there's a will there's a way."

In repeating that an attention to the substantial comforts of a ship's company is sure to be of advantage to the service, in the increased strength and content which it confers on them, we must recommend that lent men should be more fairly worked than we have known some smart executives to use them. "A pledged camel," said Mahomet, "is always well milked;" and we have seen the adage strictly applicable when ships have been fitting. Gangs for particular objects ought to be selected or drafted according to muscular force; for it is like "choosing black hogs in the dark," merely to prick names from a watch or station bill. Indeed, a First Lieutenant should understand something of the application of forces, both moral and physical. He need not enter at large into the mystery of statics, dynamics, or other abstruse branches of the philosophy of mechanics, unless he like, but he will be none the worse for some insight into the relative practical conditions. The most usual method of representing strength is from that of the horse, though such expression is often more obvious than scientific.

We have expressed an opinion that on so vital an affair as that of the appointment of a First Lieutenant, a Captain might be allowed some degree of choice. This, however, is hazarded only with respect to his executive agent, and is not at all intended to countenance a system of favoritism in general, since we believe that men of merit might readily be obtained even by trying the "sortes" in the Navy List. Nelson entertained the most liberal ideas on this head, and no commander was ever more fortunate in his followers than he; a lesson which should be gravely pondered over by our men of interest. When that mighty hero was going to assume his last charge, the veteran Lord Barham gave him a roll, and offered him the choice of his officers. "Choose yourself, my lord," said Nelson, "The same spirit actuates the whole profession; you cannot select wrong." In a similar manner, many First Lieutenants have dropped into ships without the slightest previous knowledge of the Captain; and where sense and seamanship were combined, the result has been to the benefit of the public.

After what has been advanced, it is almost "butter to bacon" to remind the First Lieutenant how necessary it is that he be fully prepared for the command of a ship; for the accidents of the service often call their whole abilities very suddenly into play. Nor have they been found wanting; for our naval annals teem with proofs of their capacity and address under desperate circumstances; and our own times afford many striking instances of their merit.

We have now submitted to our readers the highly responsible duties of the Lieutenant of a man-of-war, and are happy to add that they are all but universally well-executed. Some of the younger ones are perhaps too frisky in carrying on, and they sometimes forget that Hurry, the apprentice of Despatch, could never learn his master's trade; but it is surprising how time mellows harshness, and smoothes every asperity, under the moderating power of Captains, and the salutary restraints of the service. In conclusion, we will quote Pell as an antidote to the complaint we allude to. This rigid old Chaplain, recommending Ovid's maxim, *tardus ad iram*, tells us that the Hebrews call anger APH, because when a man has it upon him, "the rose riseth, the color changeth, the tongue stammereth, the teeth gnash, the hands clap, the feet stamp, the pulse beats, the heart pants, and the whole man swells like a toad, and glares like the devil."

## DOMESTIC MISCELLANY.

### THE EXPLORING EXPEDITION.

We have been favored with a copy of the following order, issued by Commander Jones, and read to the crews of the several vessels comprising the squadron under his command, on the evening of their departure from this port. It is a document which does credit to the able and gallant officer who penned it, and we learn that it was received with lively enthusiasm by the hardy veterans who have volunteered for this arduous and honorable service.—*Norfolk Herald*.

#### GENERAL ORDER, No. 1.

*To the Officers, Petty Officers, Seamen, and Marines, composing the crew of the United States South Sea Surveying and Exploring Expedition.*

After more than twelve months of most anxious suspense, I am at length enabled to announce to you the pleasing intelligence of the near approach of the day when we shall take our departure for the distant and unknown regions of the Southern Hemisphere.

In the prosecution of the voyage we are about to undertake there is every thing to excite interest, to arouse patriotism, and to gratify ambition. It is not only a national undertaking, in which the hopes and ardent wishes of a great nation are involved, but towards the United States Surveying and Exploring Expedition are turned the eyes of all Europe; and your successful labours, it is fondly anticipated, will not only secure great commercial benefits and enduring honor to your country, but will enlarge the bounds of knowledge and diffuse the blessings of civilization and christianity among nations now unknown.

But the attainment of the objects of our pursuit will only be the reward of strict discipline, perseverance, patient endurance, and zealous effort in the prosecution of a voyage fraught with difficulty, hardship, toil and suffering. Of this, however, all of you were, doubtless, aware, before you entered your names and became members of an Expedition, the successful termination of which will assuredly attach high and imperishable honor to the name of each and every individual who shall faithfully discharge the duties of his station.

To meet and counteract, as far as possible, the convenience and suffering consequent to a voyage of long duration, in the course of which we may have to encounter every vicissitude of climate, every precaution has been or will be taken to secure comfort, and even to fortify ourselves and our ships, so as to be enabled to resist the effects of the extremest cold, should we, by accident or choice, winter in the polar seas. Ample supplies of good and wholesome provisions have been provided; as also will be a most liberal allowance of Hospital Stores, and various kinds of antiscorbutics,—these will be issued gratuitously, in sufficient quantities to preserve health and promote cheerfulness, content, and alacrity in every department of the Expedition. Extra warm clothing of superior quality, designed to be used in the highest latitudes, have been provided; and whenever your comfort or necessities require more clothing than would be drawn on an ordinary cruise, these articles will be served out without charge or expense to each individual. In a word, I am authorized in saying that no pains or expense will be spared in the completion of our out-fit, to supply each and every ship with every description of stores, which can tend to personal comfort and to reward those services, upon the zealous and faithful performance of which must depend the success of this our first great national enterprise.

The time which has already elapsed since some of you signed articles for the South Sea Expedition, having in a few instances already exceeded one full third part of the contemplated duration of the voyage, much inconvenience, inquietude, and dissatisfaction



would undoubtedly be found in the occurrence of the different expirations of your terms of service in distant seas and remote regions, where you could neither be paid off, nor be sent home from want of suitable conveyance. Under these circumstances, I am authorized by the Hon. Secretary of the Navy to say, that to each and every petty officer, seaman, ordinary seaman, landsman and boy, who will sign new articles to serve the term of three years from the first day of November next ensuing, a BOUNTY equal to three months' pay, according to the station which each one may occupy on board his respective vessel at the time of signing the new articles, shall be paid to each individual at the time of his signing the said articles, which, however, will not be offered to you, until after our arrival at New York, for which port we shall sail at the close of the present week.

To the mariners, who, like the hardy sailor, have ever been found true to their country and their duty, I would say, no discrimination will be made to their prejudice; every indulgence and every extra allowance granted to the seaman will in like manner be extended to the marine. The only discrimination which I shall tolerate, will be that of deciding on the character of men according to their conduct. Were I to say, that discipline is to be relaxed or punishment excluded from the ships and vessels of the squadron, I should lead you into error, and excite expectations which would surely lead you astray. In squadrons composed of vessels of different rates and descriptions, it is not uncommon for many to feel, or suppose themselves, degraded by a transfer from one vessel to another, or from a larger to a smaller vessel. This impression is erroneous, and must not be entertained; the crews of each and any vessel of the South Sea Surveying and Exploring Expedition, are all upon the same footing; all have signed the same or similar articles; all will be fed, clothed and treated alike, and, as I have before said, the only discrimination will be in the rewarding of merit and the punishment of crime.

To you, gentlemen, whose commissions, the reward of long and well-tryed services, afford such ample guarantee for the faithful discharge of your several trusts in whatever new situation you may be placed, I am sorry to say, our Government has not followed the example of those of Europe, which have sent out similar expeditions. To you no additional pay or emolument has yet been offered, but believe not that your privations will be unrequited, or your labors unrewarded. Although I am not authorized to offer the officer any allowance at all commensurate with the extraordinary expenses which an outfit for this long and arduous voyage must necessarily subject him to; still, I cannot for a moment suffer myself to entertain the most remote supposition, but that, should the results of our voyage only come up to reasonable expectation, a generous people and a liberal Government will bestow upon us all, honors and rewards commensurate at least with the hardships we shall have endured, and the objects we shall have attained.

I have said, that in the voyage we are about to undertake, there is every thing to excite interest, to arouse patriotism, and to gratify ambition. Such is the universal sentiment. Throughout the world, a new spirit of enterprise seems to be awakened. England, France, and Russia have each expeditions afloat, and whether the results of the voyages now being made, shall be to enlarge the bounds of knowledge, science, christianity or commerce, in every point of view, whether of a moral, political, or philanthropic character, the rivalry which has been excited is worthy of all praise; and that nation which wins the prize by pushing her discoveries farthest, by opening the paths by which the benefits of knowledge and the blessings of christianity and civilization may be extended throughout "the isles of the sea," besides reaping the rich harvests of present

and contingent commercial advantages, will acquire the proud distinction of "*Benefactors of the Human Race.*"

'Tis true our competitors in this laudable rivalry have got the start of us, but let not this discourage, but rather animate to increased exertion. In the wide field of polar discovery there is ample work for all. It may be that the squadrons of nations, situated at the opposite quarters of the world, may meet in seas now navigated but by the frail canoes of savage Indians, or perchance cast their anchors on coasts which as yet the human eye has never rested on; and we shall hail, as a friend and associate, every stranger-ship whether she unfurls the Eagles of Russia, the Lion Banner of England, or the Tri-colored Flag of France; persuaded as we are, that with equal cordiality will each noble, generous ally greet the Star Spangled Banner of our own Republic.

In such a cause then as ours, who would be a laggard, or who would not take pride in having his name enrolled among those employed in this our first National Expedition? I trust none will be found so wanting in the enterprise or patriotism; but animated by one feeling of devotion to our country, the only rivalry among us shall be, who will best perform his duty and most promote the honor and glory of the Republic; and this being done, if we do not win success, we shall have tried to deserve it, and individually, at least, will enjoy the sweet reward of an approved conscience.

Such, then, is a brief out line of the course I intend to pursue, in controlling the destinies of those whom the laws and constituted authorities have placed under me, as Commander of the United States South Sea Surveying and Exploring Expedition. Feeling, as I do, entire confidence in each individual who has voluntarily embarked in the noble enterprise, and knowing that; without harmony and perfect concert of action in every department, all my individual exertions must be unavailing, and that, without mutual confidence and hearty co-operation, we must not hope for even *partial success*, it will be henceforth and to the end, as it heretofore has been, my anxious care to anticipate your wants and provide for your comforts; and then to a wise and most merciful Creator we will commend our country's cause, and commit ourselves individually to His keeping whose command "*the winds and seas obey.*"

On board the Frigate *Macedonian*, off Craney Island, October 5th, 1837.

THOS. AP CATESBY JONES,  
Com'g. S. S. S. & E. E.

#### From the New York Star.

VISIT TO THE EXPLORING SQUADRON.—We visited, on Saturday, the gallant little fleet in which the country takes, at this moment on the eve of their departure, so lively a pride and deep an interest. We embarked, at Castle Garden, in a ten-oared barge, commanded by a sprightly young midddy, scarcely younger, however, than the hale and hearty looking youths who comprised the crew. The air was bracing and pure, with a clear blue sky; the white caps flung their spray upon us, and somewhat moistened our black civilian dresses, spite of the tars "*rowing dry*," as the nautical expression is. But we did not mind the sprinkling, for it was a heavenly day, and the distant woods of our superb bay, tinged in the golden and carmine livery of an American autumn, never presented a scene more gorgeous and picturesque. And there, too, cleaving gaily through the foaming blue waters, in every direction, were the craft of steam and canvas of every description, that always forms so cheering and delightful a panorama on our magnificent harbor. Three of the squadron only are now lying off the Battery, the *Macedonian* having hauled round to the Navy Yard. The first we came to was the substantial store-ship, called "*The Relief*," and as we mounted up her bulwarks, and landed on the

polished quarter-deck, where we were politely received by the officer of the day, we could not help being struck with the neatness, discipline, comfort, and security, which she presented, and which looked, in truth, as if she was most rightly named, and every way calculated to furnish to the hardy crew, when in their most perilous excursion, all the good things of this earth which they may chance to stand in need of. An admirable hospital and store-ship she is calculated to make, and a most essential and indispensable accompaniment is she to the squadron. For when men, like our brave seamen, stand ready to do all that men dare do, they should at least have at hand every solace which can be procured for them on the spot, to reward them with a snug berth, good nutriment and raiment, and good nursing, where the toils they must necessarily be exposed to may make those comforts desirable. This vessel, though her model is more for strength and freight, and accommodation, than for speed, in a good breeze is no mean sailer, and showed her powers in this respect, we learn, most advantageously in coming round from Norfolk. From the Relief we soon re-descended into our barge again, and proceeded to the Pioneer, hard by, one of the stout little brigs which, with her companion, the Consort, close to her, and the very fac-simile of her, are to be the vanguard, to do all the most heavy and dangerous duties in battling the icebergs and sea-monsters, animate and inanimate, that may obstruct their path in the discovery of the great problems left for American courage to solve in the dreary regions of the Polar Seas. When we looked at the fine models of these craft, and their neat rig, and then examined their interior construction, we could not have believed that so much grace of exterior could, by the art of man, have been combined with so much solidity and strength. At the waterline, on the bows, they form, in thickness, a wooden bulwark of seven feet, of massive beams and intervening layers of plank, all closely seamed and clumped and braced together, strengthened still more by staunchions that pass throughout the sides of the vessel to the keelson, to prevent compression, if, haplessly, as they must expect to be, they are occasionally wedged in between swift-moving masses of floating fields of ice. Even if the outward plankings are torn up and shattered, there remain heavy wooden walls yet, impermeable to water, and impregnable to renewed attacks. Every one of the company was delighted with the whole arrangement of these vessels, and the perfect adaptation of their form, structure, and equipment, to the purposes for which they are to be employed. Much conversation, also, naturally passed on the means of protection against intense cold and floating ice, the value of furs, of the portable soups and white wine used by Parry, &c., and a variety of other matters. Lieut. Claiborne, the officer of the day, politely explained every portion of the vessel, as had also the Lieutenant, Pinkey, of the Relief, and on reaching the Consort we were treated with the same marked civility by Capt. Glynn, her worthy commander.

At the Navy Yard, which we soon pulled round to with our spirited oarsmen, we passed the dapper little brig Active, the last and fifth vessel, least in size, but not, by her rakish look, destined, we think, to be the least efficient of the gallant flotilla. We now reached the noble frigate Macedonian, the flag ship of Commodore Jones, commander-in-chief of the squadron. This ship is built entirely anew, and of the strongest construction, and with scarcely a timber remaining of the less elegant British vessel, whose name she bears. We were conducted by the Commodore and his first Lieutenant, Mr. Magruder, into every part of the frigate, and must, for want of space, be excused from entering into all the admirable details of her arrangements for the scientific corps, officers, and crew, by remarking, in general terms, that every thing, to the utmost minuteness, is perfect and complete. To the naval department, and to Commodore Jones,

more especially, is due the consummation of details embodied in this frigate, to carry out with entire and, as we hope, triumphant success, the noble task of exploring the unknown regions and resources of the vast Pacific, where other nations, for centuries, have, it is true, made imperfect examinations and brought much valuable matter to light, but never, we believe, have undertaken the investigation on so perfect and extended a plan as that which is now about to set out from our shores.

To America, as the greatest commercial nation of the world, and possessed of the most hardy, active, and skilful nursery of seamen that ever careered on the "mountain wave," was of right left the completion of this enterprise. To give the last finishing stroke to the varied labors of other people in those wide seas, which the matchless daring of our whalers, remote as their exploits were from our shores, had, as it were, already made our own home and our own domain. This great work has been protected and fondly cherished by all parties and classes in our country as its most endeared and favored project; as one which is to eternize the reputation of our naval flag, and open to us incalculable resources of commercial wealth. In the same proportion then to its magnitude and importance, the tribute and homage are due to him whose indefatigable and unflinching moral courage first suggested, some ten years since, and has left no means untried which strong powers of mind, and persuasive eloquence, could supply, to bring to the proud state in which it now is, this great expedition, fully and most amply equipped and provided for the objects intended. We scarcely need add, what all must anticipate, that the individual alluded to is J. N. REYNOLDS, Esq. Whatever may be his designation or destiny, whether a place worthy of him has been assigned to him or not, he at least will have the proud satisfaction of saying, that in whatever part of the earth he may be, his name will forever be inseparably associated with this splendid national enterprise, as the chief of its founders and promoters; and that he may with no vanity subscribe on his shield, from now henceforward to all time to come,

"Jamque opus exegi,  
Cujus magna pars fui."

*From the New York American.*

#### THE ARMY.

WEST POINT, Oct. 14, 1837.

The resolution, lately moved in the House of Representatives by Mr. Wise, for the appointment of a select committee to inquire into the causes of failure and abuses connected with the late Indian campaigns, is of great importance to the army and to the country at large. If an inquiry be made, and in a proper spirit, it will result in unveiling a defect in our military system, which it would require but little good sense to correct, but which has existed since the foundation of our Government, and occasioned an enormous waste of blood and treasure. The defect is the insufficiency of the army, in point of numbers, for the performance of its appropriate duties. And although this administration is guilty of not having made sufficient exertions to remove the defect, it is not guilty of originating the policy from which we now suffer. The aversion to a standing army, which was created in the minds of our fathers by beholding their country occupied by foreign troops, and subjected to a government in which they were not represented, has been transmitted to their children without undergoing the change which the circumstances require; and, accordingly, we find that, from the commencement of our national existence, we have been continually subjected to the loss of reputation, blood, and treasure, because our groundless fears and prejudices would not allow us to establish an efficient military organization. The Revolution furnished many sad details in corroboration of this. A long series of disasters, with here and there a victory, was finally ended by an im-



portant and glorious result; but, for this result, we are indebted much more to other circumstances than to the skilful use of our arms. The most discouraging disasters of that war could not overcome the prejudices of the people against a standing army; and while Washington was retreating from post to post before the discipline of British legions, declaring that he could never bring the Revolution to a close, if obliged to depend on militia and volunteers, Congress continued to resort to the same temporary expedients; and, even when the country appeared upon the verge of destruction, and Washington declared to Congress that, unless something more efficient and less expensive than the militia were sent him, the country would be lost, the people could not be prevailed upon to authorize the standing force required by the commander-in-chief.

The last war furnished a series of examples to the same effect. The military preparations on land were all marked by the same prejudice against a standing army, and the same inconsiderate reliance upon a militia which was known to be inefficient. The consequence was, disgrace, and a long train of disasters, involving the loss of much blood and treasure. Though, as Americans, we may be inclined to look upon and exaggerate the few brilliant feats performed near the close of the war, when regular troops had been raised and inured to the service, yet, on the whole, we cannot read the history of our land operations without pain and mortification.

Times of peace have been marked by the same blind prejudice against a standing army, and the same neglect of our military defences. The same spirit prevailed during the peace which followed the Revolution, as since the termination of the last war. With a frontier of several thousands of miles in extent, bordered by savage nations fond of war, and which all history has shown can only be restrained by the immediate presence of military force, our army has generally been reduced to a mere handful of men, too small even to keep the fortifications in repair. Scarcely one man per mile has been furnished to guard the citizens of the frontier against the incursions of the savages. The necessary consequence has been a succession of Indian wars, horrid massacres, extravagant wastes and expenditures of the public funds, during the turmoil and confusion of irregular defence. But is this the part of wisdom; Let every man consider within himself whether it is such an adaptation of means to an end, as should characterize the Government of "the most enlightened nation on earth?" Should an individual act in the management of his estate with so little regard to the consequences of his actions, or should he appear so little capable of understanding the relation of cause and effect, his kind neighbors would consider him deranged. The local authorities would appoint overseers to preserve him from ruin. But our national affairs, which are the business of all, are attended to by none. Our frontiers are left without fortifications and without troops, or with so few, that the savage nations upon our borders are scarcely aware of their existence. The savage is neither protected against the encroachments of the white man, nor is he awed by the presence of superior force. He receives an injury which fires him with revenge. He relates the story of his wrongs to his vindictive countrymen, and, in ignorance of the power against which they have to contend, the hatchet is raised, and war is waged upon a defenceless frontier. Men, women, and children are involved in one common ruin.

The horrors of the tomahawk and scalping knife, with all the varied tortures which savage ingenuity can invent, are inflicted alike on all. An ill-organized and undisciplined militia is called upon for defence. Confusion reigns through the adjoining country. Men are called upon to act in high and responsible stations who know nothing of the duties pertaining to them. Weeks, or perhaps months, elapse,

and the militia arrive upon the ground; but the country has been sacked, and the Indians are gone. Such is the character of an Indian war; and such has been the conduct of the Government from its origin to the present time. War after war has troubled the frontier, and millions have been expended, but in such a way as to furnish no protection to the people.

That the Indian can be protected in the full enjoyment of his rights, I do not believe. The tide of civilization is sweeping across the continent, and instead of swelling gently onward, and raising the savage to a level with ourselves, it rolls on a mighty torrent, which overwhelms him, and he disappears from the scene. But if we cannot protect the savage in all his rights, in God's name let us try to protect ourselves. Let us make some effort to observe our treaties, and shield the inhabitants of a defenceless frontier. Let us save ourselves from the disgrace of having these border iniquities so prominent in our future history. But how is this to be done? The question is easily solved, for the data are known to every schoolboy in the land. We have an inland frontier of three or four thousand miles in extent, bordered by swamps, forests, and extensive prairies. These are peopled by nomadic tribes, more primitive and savage in their condition than any other people known in the history of the world. They have, according to the estimates made at Washington, about seventy thousand warriors, who despise all occupations but war and the chase, and whose main glory and distinction arise from feats of barbarous war. They have little knowledge of the power of the whites except what is derived from seeing their scattered settlements along the frontier; and, of course, every insult, every injury, may rouse their savage passions and kindle a frightful war. From these facts, but one conclusion is to be derived, and that is, that we must always have upon the frontier a sufficient number of troops in readiness for action to hold these roving tribes in check. They must see in their neighborhood the force that is to act against them, or they will never know their inferiority, and the hopelessness of their hostile attempts. Had an army of merely fifteen or twenty thousand men been maintained and properly distributed along the frontier, the probability is that very few of the Indian wars that have disgraced our history would have ever occurred. The expense of such an army would have been small, compared with the wastes and expenditures of public funds occasioned by our miserable system of irregular defence, without taking into account the individual losses of life and property on a ravaged frontier. It is to be hoped that the plan, which the Secretary of War is called upon to propose at the next session of Congress, will meet the wants of the country, and relieve us, when the present troubles are over, from all anxiety for the future.

HABITATOR MONTIUM.

WHITTIER'S RIFLE.—We had the pleasure of examining, yesterday, one of Whittier's Spiral Revolving Rifles, an invention by which sixty discharges of balls may be made in one minute. A solid cannister, perforated for the charges, and with appendages to receive the caps, is placed under the connexion of the barrel with the stock. This cannister being charged, is, by means of a spiral spring, made to turn and place its charge in range of the barrel. The whole of the lock is within the stock, and the gun is cocked by the same motion of a false trigger that charges it, and is discharged in the usual way. There was no difficulty in charging and firing at the rate of once a second. The weapon is one of great beauty, and we learn that a few of the construction are for sale at the store of Messrs. Bird & Brother, 93 Market street.—*United State Gazette.*

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Pennsylvania Avenue, Washington.

WASHINGTON CITY ;  
THURSDAY, ..... NOVEMBER 2, 1837.

The military and naval intelligence published in this paper is prepared by the editor at the expense of much time and labor. Whenever, therefore, it is copied by other papers, common justice requires that due credit should be given. We have omitted to make any complaint on this subject, until the practice of appropriating our paragraphs has become so common that a hint seems to be necessary—and a hint only, we are sure, is all that is required. Editors generally consider it complimentary to have their articles copied with credit; but it is mortifying to see them copied without credit; and worse, still, to see them again copied with credit to the wrong source.

Subscribers, who intend to renew for the ensuing year, are respectfully invited to give early notice to the publishers; as, according to present usage, every subscription terminates at the expiration of the time paid for. This early annunciation is made, that subscribers at a distance may have time to communicate their wishes before the end of the year.

**LIEUT. GEDNEY.**—In the Common Council of the city of New York, on Monday, 23d ult., the following resolution was offered:

*By Ald. Patterson*—That it be referred to a special committee to inquire into, and report on, the expediency and manner of expressing to Lieutenant Gedney, the high sense entertained by the Corporation, of the services he has rendered to this city by the discovery of the channel, known as Gedney's channel; which was adopted; and Messrs. Patterson, Bruen, and Ingraham were appointed committee.

The benefits that will result, not to New York alone, but to the whole country, by the discovery of the Gedney channel, entitle the discoverer to some substantial mark of gratitude, and it is but right that New York should take the lead. The name of Gedney will, in future, be identified with the commercial prosperity of that noble city.

The case of alleged piracy of the ship *Susquehanna* is still involved in doubt, the statements and surmises being as variant as possible. Many people discredit the rumor, though the whole community must remain in a state of anxious suspense until the fate of the ship is ascertained to a certainty.

We gather the following particulars from the New York and Philadelphia papers:

Commodore Ridgely, says the New York American, received information of the piracy by express at 3 o'clock this morning, [Tuesday, 24th ult.] and at daylight the U. S. brig *Porpoise*, Capt. Stringham, went to sea in pursuit of the pirate. The U. S. schooner *Active* will sail to-night; and the Revenue Cutter *Alert* will also be immediately despatched, on the same service, from the Navy Yard.

The U. S. brig *Pioneer* has likewise been despatched to convoy the packets of to-day, and other vessels, bound to Europe. She will then see them clear of the coast, and then stretch to the southward in hopes of intercepting the pirate or her prize.

Capt. Perry, and Lieut. Sands, of the U. S. navy, volunteered to take charge of the steampacket *Columbia*, to be immediately manned and provisioned from the Navy Yard, and called upon the Collector of

the Port for that purpose: but he did not conceive himself authorized to hire her.

After the news of the capture of the *Susquehanna* reached Washington, on the evening of the 24th ult., orders were forthwith despatched to the revenue cutters at Wilmington, Norfolk, and Pensacola, by the Secretary of the Treasury who directed their commanders to spare neither exertions nor expense in putting to sea immediately, with a sufficient crew and armament, to capture the pirate and rescue her prize.

They were requested not to desist from pursuit till they had, if possible, accomplished these objects, or heard of their being accomplished by others.

Similar instructions were sent to Pensacola by the Navy Department, to the commander of that station, and of the West India squadron.

The schr. *Active*, of the Exploring Expedition, formerly the *Clare*, of Baltimore, has been despatched in pursuit of the supposed pirate. If a piracy has been committed, the expeditions ordered from New York, Philadelphia, Baltimore, Norfolk, Wilmington, N. C., Charleston and Pensacola, will sweep the ocean from every point of the compass, and give speedy account of the marauders.

*Correspondence of the Army and Navy Chronicle.*

PENSACOLA, Oct. 19, 1837.

**GENTLEMEN:** In one of the recent numbers of the *Army and Navy Chronicle*, you mention that intelligence of naval affairs in this quarter is always acceptable to you. In consequence, I send you this, by which you will learn something of the movements of the squadron, &c. Since the arrival of the *Commodore*, in July last, from Mexico, the ships have all been quietly moored near town, presenting quite an imposing appearance, there being one frigate, six sloops, and a schooner. The season of gales being over, (and we have had our share of them,) orders have been issued for sea service, and a part of the squadron put in motion. The *Natchez* went out a few days since, bound, it is said, for Campeachy, and elsewhere down the Gulf. The *Concord* went out this morning, under the command of Lieut. H. A. Adams, Commander Page being sick; her destination I have not learned. The *Grampus*, Lieut. Com'dg Peck, also went to sea, bound to Havana, Nassau, N. P., &c.; and some of the other ships will follow soon. It was rumored, a short time since, that the flag ship was going on a cruise to windward; I cannot vouch for its correctness, as late reports say she is not to go out at all.

"In consequence of the want of officers, the *Commodore* has made several acting appointments from among the Passed Midshipmen.

"At the Navy Yard, every thing progresses rapidly towards completion, under the active administration of its able commander. Being a man of taste, as well as excellent judgment, the yard has assumed a very beautiful appearance, combining the useful with the elegant. A cistern, which will contain 100,000 gallons of water, has just been completed; from this the ships will be supplied with wholesome water. The wall, as far as the appropriation sufficed, has been built along the west side of the yard, and is very substantial. The officers of the yard are,

Capt. WILLIAM C. BOLTON, *Commandant*,  
Commander, Wm. K. Latimer.



Lieutenant, James P. Wilson.

Assistant Surgeon, Wm. W. Valk.

Purser, Henry Etting.

Master, N. Warren.

Passed Midshipman, S. Wilkinson.

Boatswain, ——— Bergen; Gunner, Charles Wade.

"It is reported that Capt. Bolton is to be relieved by Capt. Kearny; I am not able to say with what correctness, for rumors and reports are very common here."

[We beg a continuance of our correspondent's favors, as often as he may have any thing of interest to communicate.—*Ed. A. & N. C.*]

#### ITEMS.

The Boston Mercantile Journal says that the sloop of war Cyane, now building at the Navy Yard in Charlestown, will be ready for launching in about a fortnight, if the weather continues favorable.

The ship of the line Ohio was hauled into the Dry Dock at the Charlestown Navy Yard, on Wednesday morning, 25th ult.

About two hundred Indian warriors of the Shawanee and Delaware tribes have reached New Orleans, on their way to Florida, where they are to fight against the Seminoles.

The salary of Major W. G. McNeill, of the Corps of Topographical Engineers, as principal engineer of the Charleston, Louisville, and Cincinnati Railroad, has been fixed at \$11,000, by the convention of stockholders lately assembled at Flat Rock, N. C. The salary of President of the same company is \$4,000 per annum.

Commodore HULL has taken apartments at the Exchange Hotel, Baltimore, for himself and family.

A ninth, and new stereotype edition of Bowditch's "American Practical Navigator," has just been published by Messrs. E. & G. W. Blunt, of New York.

#### ARRIVALS AT WASHINGTON.

Oct. 23—Lt. H. Garner, Adj. 3d Art., } Under orders  
Gen. W. K. Armstrong, do. } to Florida.  
Maj. T. T. Fauntleroy, 2d Drags., }  
Nov. 1—Surgeon B. F. Harney, Fuller's.  
Asst. Sur. H. L. Heiskell, do.  
Asst. Sur. J. M. Cuyler, do.

#### LETTERS ADVERTISED.

ARMY.—Lt. Alburtis, Col. J. Bankhead, Dr. J. M. Cuyler, Dr. B. F. Harney, 3, Major M. P. Lomax, Lieut. A. C. Myers, R. D. A. Wade.

NAVY.—R. E. Johnson, Purser F. G. McCauley, Lieut. Cicero Price, P. Mid. W. Pope, Lt. L. M. Powell, Capt. W. Ramsay, 3, Lt. J. W. Turk.

MARINE CORPS.—Lt. W. Lang, Lt. J. C. Rich, Lt. G. H. Territt.

REVENUE CUTTER SERVICE.—Lieut. Osmond Peters.

#### PASSENGERS.

SAVANNAH, Oct. 19, per steamboat John McLean, from Charleston, Col. J. Bankhead and W. S. Harney, of the army.

Oct. 23, per steamboat Cincinnati, from Charleston, Major Lytle, U. S. A.

CHARLESTON, Oct. 21, per steamboat Pulaski, from Baltimore, J. T. McLaughlin, of the navy. Oct. 23, per steampacket, South Carolina, from Norfolk, Gen. A. Eustis and lady; Lieuts. J. R. Irwin and A. C. Myers, of the army.

### COMMUNICATIONS.

#### ARTILLERY CAPTAINS.

For "the little crooked fellow that is always asking questions."

MR. EDITOR: It is true, as that captious and inquisitive little ? has remarked, in Chronicle, No. 141, that of the thirty-six captains of artillery, eleven, only, are serving with their companies in Florida. But where is the harm of this? On the contrary, it seems to us not only excusable, but exceedingly proper, that during the summer months, as many officers as can possibly be spared, should be allowed a reprieve from the tedious and debilitating service of Florida. It would be still better if the companies altogether were sent to the north in the warm season, that the men, also, might be recreated with a fresh, cool atmosphere, and a sight of their friends. By such an arrangement their constitutions would be recruited with a new infusion of health, and they would return to the field in the autumn, reinstated in vigor and efficiency.

For myself, who am one of the patient and devoted "eleven," I grudge not the happiness enjoyed by my compeers, but would contribute to their comfort, by taking charge of any three of their companies besides my own, rather than see them kept all the livelong summer upon a sweltering, droning garrison service, in the interior of Florida. Besides, the companies are so much reduced in numbers as to make the command of them almost nugatory. One officer is enough for five such companies, under such circumstances; and if the residue are enjoying themselves at the north the while, it is ungenerous and snarlish in us to complain of their happier allotment. It is no part of true dignity of character, or liberality of feeling, to regard with envy the favors enjoyed by our companions, whether they be the fruit of good fortune, merely, or of unquestionable desert.

But our little ?, Paul Pry as he is, says that some injury to the service accrues, the men grow discontented, and will not re-enlist if the officers go away. Re-enlist! Who ever heard of such a thing as a soldier's re-enlisting for Florida service, for six dollars a month? If a few such instances have ever occurred, they stand forth as miraculous exceptions, and only prove the rule. As to any other harm that results from absenteeism on the part of officers, it is not comparable to the benefit the service derives from their recruited health and spirits, consequent on a visit, at least once a year, to their friends and home.

The artillery have already much cause of complaint for being sent away from their proper stations and their proper service, on the sea-board, to perform infantry duty in the interior; and to condemn them to perpetual inhumation would be a grievance scarcely tolerable. But they have hitherto borne the dispensation with a patient resignation that is truly edifying; and so have the marines; and so, perhaps, would the engineers, (who have no better claims to exemption,) knowing and feeling, as all do, how impossible it is for our poor (!) country to engage in a single campaign without calling upon all branches of her military establishment to aid her in the exigency, though that exigency were only to put down a paltry tribe of Indians, requiring no other martial endowment for the service than *brawn*, as John Randolph used to say, good, honest, vulgar *brute force*.

But there is one little circumstance that sets in favor of ? and his querulity, because its tendency is to wound the complacency of those who so worthily remain by their men, and abide the heats and perils of a Florida summer.

The following dialogue will illustrate it. The parties were talking of the unprofitableness of Indian wars to those who were covetous of military renown, and of the little reputation to be won in any field in Florida, even by the most fortunate.

*Pedro.* Thanks, indeed! What thanks do you suppose one can get by any service or sacrifice in such a war as this?

*Carlos.* None at all, to be sure; unless, indeed, he should be so lucky as to go home on sick leave! He might then look for the usual compliment to his past services, bestowed in orders on such occasions, and thence conveyed to the public prints. The best of us can hardly hope for more. The most of us, who are so unfortunate as to keep our health, cannot hope for so much!

Heigho! What a dissertation have we been led into by the importunity of that curious little?! But no matter. Others besides himself have eke had their questions to propound, and some of these remarks may answer for them. Let him rest assured, however, that, considering the size of the companies in Florida, and the service required of them in the summer, we have officers enough, and to spare; and if those at the north are enjoying themselves heartily, and will return to their posts punctually, there is one, at least, who will find no fault; and he signs himself

HIEPAS-CHA.

#### A CHASE AND ESCAPE.

Mr. Editor:—As the incidents detailed in the following narrative may not be uninteresting to your readers, and are illustrative of the skill and daring exhibited by our cruisers during the late war, I send it for an insertion in the Chronicle. The narrative was written by an officer who shared in the scenes here described.

The Argus was on her return from a successful cruise on the coast of Brazil, at the close of 1812. She left that station with provisions and water for about thirty-five days, on three-fourths of a ration. In passing near Bermuda, where we hoped to meet with one of the many small cruisers of the enemy with which we might cope, at day light, one morning, a large schooner was discovered abaft the weather beam of the Argus, the wind from the N. E. The stranger, on perceiving the brig, bore up under easy sail to reconnoitre; she approached with caution, her foresail in the brails, flying jib down, and top-gallant sail furled. After nearing us sufficiently to show us she was a cruiser, and probably not liking our appearance, she hauled up on a course parallel to ours, to try her comparative rate of sailing. The Argus affected not to notice her, but jogged on by the wind with a top-gallant breeze. We were under the impression she was a British cruiser, and hoped to draw her nearer by an apparent carelessness. The schooner soon found her foresail necessary, then flying jib, next her top-gallant sail; in fact all she could bear. The Argus was now at her best play, and evidently drew ahead. The schooner tacked; the brig was about as soon as she was; and now commenced the trial. We had trimmed by the schooner whilst she was on our beam. The Argus was now doing her best; not only head reaching but "eating her out of the wind." The chase, finding it would not do on long stretches, tried "short tacks to windward." The brig followed her motions; both vessels under as much canvass as they could bear. Had no accident occurred, we should have been alongside in the course of the day. We, however, began to suspect her to be an American privateer, from her sailing and the manner in which she was handled.\* She did not show any colors, though we did. In the mean time, the man at the mast-head reported "three sail on the lee bow." We immediately took leave of the schooner, no doubt to the comfort of all on board, for we had pressed her so hard, and compelled her to drag so

\*She proved to be the privateer Gov. Tompkins; she was compelled to throw her guns overboard in the chase, and arrived at New York the day we did, or the day after.

much canvass, that her sails were wet nearly up to her galls, and jib near to its head. The Argus was kept off; a little sheet given her, and a pull of the weather braces. Being thus relieved, she darted off like a dolphin. On nearing the chase, we discovered them to be three ships standing for us; the largest a long distance ahead and to windward of the others. We now hauled up to pass to windward, to look at the side of the nearest, which was soon discovered to resemble too nearly a *chequer board* for our use. The Argus had shortened sail on her weather bow, and was passing to windward "to see and be seen." The stranger evinced a disposition to become acquainted, and to coax us (for he saw we were coy) hoisted an American broad pendant and ensign. We immediately hoisted English colors; our accommodating neighbor did the same; the Argus then showed a French flag; and now, as if to show us he was *en vérité* a Frenchman, he hoisted French colors, and made to us a signal. We did not profess to be French scholars, so without further delay we showed him the stars and stripes. By this time we had passed her beam; the stranger put his helm down; the Argus made sail, and "well was her need;" the moment the enemy (for she now showed her true colors) was about on the same tack, she gave us all her forward guns that would bear; some passed over our mast-head, others ahead and astern; they were fired, it is probable, at a considerable elevation, and of course with little precision. The breeze, however, was steady, and we soon dropped her down on our lee quarter; it was now late in the afternoon. Shortly after sundown, the wind began falling light; towards 8, P. M., baffling; the brig was "chapped" several times, which brought our chaser (for we had now changed characters,) in our wake. The wind now fixed at W. S. W.; the brig was at N. W.; the enemy two points on our weather quarter, coming down free with her larboard top-gallant steering sails set. We kept a good "wrap full," in hopes of crossing her bow, but it would not do; she neared us rapidly; we then kept off, and set top gallant steering sails also. To add to the uncomfortableness of our situation, the moon was full; no chance for a dodge. She was now gaining on us slowly; the moon shone full on her sails, and made her appear as if she would run her flying jib-boom into our main-top-sail. No smuggler or wrecker ever more devoutly wished the moon extinguished than did the crew of the Argus. At length she tried a starboard bow gun; the shot went singing through the air, and struck the water ahead of us. The times were now becoming extremely interesting, the signal book was brought up, and deposited with solemnity in its leaden coffin, placed on the capstan, ready to be committed to the deep, with the last expiring hope of the Argus. In the mean time, a dark heavy cloud had been rising in the N. W. (right ahead,) the harbinger of an approaching squall; it rose rapidly, and with it our hopes; the pursuing enemy astern firing at intervals at our spars, the squall threatening ahead. In this dilemma all eyes were turned alternately on the "Dragon." (the name of the ship, as we afterwards learned,) then on the squall; it was a time of intense anxiety; it was our only chance. The wind and rain were now heard coming on the water; all was ready to shorten sail in an instant; but we must carry to the last moment. The light sails and top-gallant sails are in, the squall has struck us, the main-sails are off her, top-sails down, after-yards hauled, fore-tack and sheet risen, and the brig paying off rapidly to port; the head yards are now braced round, and the Argus is rattling off free on the starboard tack. The master sprang to leeward to look at the position of the enemy, and called out "port, or we shall be on board of her." The brig was brought up as near as the force of the wind and half-trimmed sails would permit; the cloud had now reached the edge of the moon which shone full on our enemy as we darted



across his bow. The order, "hard up," "let go top-sail halyards," the rattling of her blocks, the thrashing of her sails, half up, half down, (for the squall now had her,) were distinctly heard. She payed off on the larboard tack, and we now departed. Our top-sails were reefed, things got snug, and we piped down.

At daylight, next morning, it was calm; a sail was reported right astern; in a short time she was made out a large ship coming up with a fine breeze, steering sails on both sides. The hands were turned up, all sail made, sweeps out and manned, top-men aloft wetting sails to woo the lightest breeze. At eight, she was coming up, bringing a bone in her mouth, and the breeze apparently but a few yards before her jib-boom. Not a breath of air with us; things looked serious; the signal book was again prepared in its leaden jacket to be

"In the deep bosom of the ocean buried."

The Dragon now felt confident of her prey; she opened her bow guns; the case was well nigh hopeless, but our sticks were all standing, and not a rope yarn cut. The breeze now reached us; the sails trimmed ready to receive it, the brig bobbed her nose, then raised it, and squatted aft, and away she went, her tiller making the well-known sound which told us, she was not going slow through the water. The sweeps were rigged in, and now sped the winged messengers designed for our spars. Reader, did you ever see certain birds in a thunder storm turn up the corner of their eye most enquiringly to the point from whence the sound seemed to proceed. So were the eyes of the Argus towards the spars, as a missile would boom its way past them. Legs and arms were all our dependence; so long as they remained, we felt tolerably safe, for close to the wind, or with it on one mast, nothing could touch her. Our enemy slackened her fire as we drew from her, and we now began to take long breath; the faces that had been considerably elongated, now began to assume their natural dimensions; Jack began to hitch up his trousers, and turn his quid with much self gratulation. But our joy was short-lived; the cry of "sail ho!" is heard from the mast-head. To the rapid interrogatory, "how does she bear?" the response, was "one point before the starboard beam;" all eyes and glasses were turned in that direction, when again "sail ho!" "how does she bear?" "on the larboard beam." The one on our starboard side now loomed up like a white cloud, all steering-sails set on her larboard side. The Argus was hauled up gradually to port, and starboard lower steering-sail taken in. The sail on the larboard side now showed up with all steering sails on her starboard side; they appeared, at first, more intent on joining the ship astern than the Argus; but guns and signals from her, caused them to keep off more and join in chase of the brig. They were now abaft our beam; in this state of things, "sail ho!" was again sounded; and to the prompt "how does she bear?" (the expected reply was listened for with deep interest,) and when it was announced, "two points on the larboard bow," there was a sort of a sound between a *humph* and a *grunt* escaped from all, conveying as plain as words, "worse and worse." The master was ordered aloft with his glass to ascertain the character of the last discovered vessel; of the others we were perfectly satisfied. The captain intending of the four evils to choose the *least*, so as to effect an escape, it would be necessary, perhaps, to pass within gunshot of one of them. The master reported she was by the wind on the starboard tack, and would about fetch us, and that she was not over the rate of a sloop of war. The Argus continued her course, her guns cleared away, men at quarters on the larboard side; an English ensign was displayed; the approaching vessel showed the same; we were nearing fast; she backed her main-top-sail; and as we shot across her bow, we shifted our colors, and dis-

charged our broadside. The number of men on her bows and quarter, which now, as well as her side, could be seen, showed us she was an armed transport. She continued with her sails flying some time after we had passed her. We were now dropping our pursuers; at sunset they were a long distance astern, the two-decker nearest. At about 8, P. M., we made a small sail ahead, and ran along side; she was a prize; sent a boat on board; and whilst busy shifting crew, &c., we were aroused by the report of a gun and the splash of a shot under our lee quarter. The enemy had neared us unperceived; the wind had been veering, which brought her, fortunately, on our lee quarter. No time was lost; our boat was up, and the Argus again flying from her persevering pursuer. Towards midnight the enemy was no longer in sight; we kept off gradually (it was now cloudy) until about 4, A. M. The Argus was now under double-reefed topsails, standing to the northward and westward. The master had the morning watch; the officer he relieved informed him he had seen a sail on the weather beam, that he had reported it, and the orders were to keep a look out for her. On examining the state of the binnacle, the officer of the watch was convinced it was our old acquaintance. Day was now beginning to dawn; the hands were sent up on the yards ready to turn out reefs; topgallant-sails ready to let fall; halyards and sheets led out; stops singled on the steering sails; every thing ready to pursue or to fly. The officer of the watch was on a weather gun, with a bright eye to windward; a heavy cloud near the horizon broke, and our watchful enemy stood revealed. She had set topgallant-sails over double-reefed topsails, was coming down on our beam, and very near. Our helm was up, reefs out, topgallant-sails and steering sails were set, with the rapidity (I had almost said) of thought. The enemy began firing and making sail; the wind blew in squalls, which she would take first and come nearly up to us. We were now compelled to lighten, by clearing out all lumber from the hold, staving and heaving overboard our deck boats, and every other weight; the signal book was not forgotten, but was laid out for a watery grave. After many vicissitudes of squall and lull, in the former she would almost come up, until we took our share, which would enable us to increase the distance between us. One now came on, more violent than those preceding. All stood in breathless suspense, with eyes turned towards the direction of our pursuer, (now hid for a moment by the rain which accompanied it,) expecting to see him alongside; but a happier fate awaited the Argus. The squall blew off, and showed us our heretofore persevering pursuer with her chain topgallant mast gone, her topsails on the cap, hauled up on the starboard tack, reefing. We shortened sail, hauled up on the larboard tack, with close-reefed topsails. As we crossed her stern, she hoisted colors; we did the same, and parted by mutual consent, though with far different sensations.

Now came the worst. During the excitement of the chase, one feeling engrossed every bosom; but now it had worn off, and starvation stared us in the face. Our allowance (all shared alike) was one pint of water, four ounces of bread, four ounces of beef, (rice and beans we ate raw, as we had no water to cook them.) After a number of days of intense suffering, (particularly to the improvident, who would drink all their water at a single draught,) several dying from want, we made the Highlands, near New York. Night was coming on, (it was early in January,) the wind from S. E., with drizzling rain. We ran along the beach, in sound of the surf, firing for a pilot, but in vain. All that night did officers and men remain on deck, and lick the guns and drum-head of the capstan, to cool their tongues. Next morning a small sloop, groping her way in shore, ran alongside without seeing us. From her we procured some eatables and a little water; took her in tow, her master acting as our

pilot. The first land we saw was in the narrows. We ran up to the city and anchored, with *one quart of water per man* remaining on board.

To conclude a long story, the frigate United States was there, with her prize, the Macedonian. The boarding officer, learning our condition, on his return to his ship sent their dinner, already prepared, to us. The surgeon gave sage counsel, as to the danger of indulgence. We sat down; our knives and forks were again in requisition; the doctor's *example* was more congenial to our tastes than his *precept*. Now and then he would *admonish* and *caution*, but they were followed so soon by "another piece of turkey," or "another slice of beef," that admonitions and cautions were lost upon us. Jack was under control, for it was a week before he was allowed full swing. As he would wipe his knife on the leg of his trowsers, and look at the empty kids, he would shake his head, and swear "'twas bad enough to be on an allowance at sea, but rather too bad in port."

The only inconvenience we experienced from indulgence was high fevers, from which we all recovered, and, in a few days, gave our troubles to the winds, and were ready to try it again.

#### DOMESTIC INTELLIGENCE.

**NEGOTIATIONS AND RELATIONS WITH THE INDIANS.**—Our city reporter has furnished the following interesting account of the closing interview, which took place on Saturday last, between the Secretary of War and the Delegation of certain Indian tribes, of whose previous proceedings we have published occasional notices. We shall give to-morrow, if practicable, the substance of the Treaties (so called) which have been agreed upon and signed by the respective parties:

**INDIAN COUNCIL.**—*Signing of Treaties.*—The meeting of the Sioux and Sacs of the Missouri on Saturday last, at 11 o'clock, and of the Sacs and Foxes of the Mississippi, at 2 o'clock, in Dr. Laurie's church, were not remarkably well attended. Between two and three o'clock, however, as the time approached for holding the General Council, the church began to fill, and at 3 o'clock the company was very numerous. Many distinguished citizens were present, and ladies, as usual, occupied all the front pews and most eligible seats in the body of the church. The Secretary of War, the Secretary of the Treasury, and Major Bush, Major Pilcher, Major Boyd, Gen. Streat, Indian agents, and Mr. Ward and several other gentlemen, were first on the platform. The Sacs and Foxes of the Mississippi, and the Sioux and Sacs of the Missouri, arrived soon afterwards. They were followed by the Winnebagoes. Altogether they formed a larger body of Indians than we have ever before seen upon the platform. There were present not less than 74 Indians, viz. 34 Sacs and Foxes, 18 Ioways and Sacs, and 22 Winnebagoes. The latter attended, we presume, only as spectators. The treaties having been signed by the former, in the manner in which we have described on previous occasions, Keokuck, the distinguished chief, came forward, and, after shaking the Secretary of War and others near him by the hand, said he wished to say a few words. He said that he had forgotten to mention that, at the time they went out with Major Kearny, they had seen one of their young men with the Sioux. He was the son of Nar-ma-chi-ka, a Sac; they wished to have him restored. They had also seen among the whites one of their young women, whom they also wished to have restored.

The Secretary of War desired the Interpreter to inform Keokuck that a minute search should be made, with a view to have the young man and woman found out and restored to their nation. With this assurance Keokuck and his party appeared to be well satisfied.

After this talk, the Secretary of War placed round the necks of all the Indians who had signed the treaty

very handsome silver medals. This ceremony occupied a considerable time. We had the curiosity to examine one of the medals. On one side of it was the portrait of the President of the United States, (a very correct likeness,) and under it engraved the words, "Martin Van Buren, President of the United States, A. D. 1837."

On the other side were engraved the words, "Peace and Friendship," with a tomahawk reversed and crossed with a pipe.

When all the medals had been given to the Indians, two of them presented the Secretary with the pipe of peace, observing to him, at the same time, that it was their wish to remain at peace with their white brethren forever.

The Secretary of War then addressed the Indians to the following effect:

"*My Red Brethren:* You have, all of you, received a medal of your Great Father.

"When you look upon it you must remember your obligations to the whites, and never make them ashamed of your conduct.

In the treaties which you have signed this day, I am pleased to find that you have made suitable provisions for schools, and education generally.

"Teachers will be sent among you, and I hope that you will treat them with respect and kindness.

"You have also stipulated to be instructed in the art of agriculture; that shall be done, and every other stipulation executed on my part, to the spirit of kindness and good faith.

"I understand that a difficulty has arisen between the Sacs and Foxes and the Winnebagoes.

"I am pleased to find that they have this day smoked the calumet together, which is always the pipe of peace.

"If blood has been shed, I am glad to find that it is not the act of the nation, but of imprudent men; and I am glad to find that the Sacs and Foxes will accept what the Winnebagoes have offered them this day in token of friendship."

Here the Secretary said emphatically to the Interpreter.

"Tell them whatever arrangement they have made to bury the hatchet shall be faithfully executed by me.

"I now bid all my red brethren, who are going to leave us to-morrow, (Sunday,) farewell! I hope they will have a safe journey to their friends and homes; and I exhort them, when they return to their lodges, not only to keep peace with the Winnebagoes, but with all surrounding nations.

"Again I bid them all farewell."

After the usual shaking of hands, the Council broke up.—*National Intelligencer.*

#### SEMINOLE WAR.

*From the St. Augustine Herald, Oct. 21.*

An express has just arrived in town from Fort Peyton, that Powell, with 50 warriors, has been taken prisoner. They are on their way to town.

Since writing the above, the prisoners have been brought into town, and confined in the fort. There are upwards of 80 warriors. Powell, Coahajo, and several sub-chiefs, are among the captured. The talk took place about a mile from Fort Peyton. The talk was a *very short one*. They stated that they had been invited by Philip to come and hear what propositions were to be made to them, that they did not come to deliver themselves up as prisoners, and nothing was said that seemed to indicate that they were yet conquered. As soon as this fact was ascertained, at a pre-concerted signal, they were surrounded by our troops, and all taken prisoners. They were completely surprised, and captured without bloodshed.

*From the Savannah Georgian, Oct. 26.*

The schooner Oscar, Capt. Buckingham, arrived yesterday afternoon from St. Augustine, bringing us



the Herald of the 21st inst., from which we extract the following article relative to the capture of Powell. We have also been favored with the annexed extract of a letter, received by a gentleman in this city:

*Extract of a letter from a gentleman at St. Augustine to one in this city, dated Oct. 22.*

"We made a glorious haul yesterday. Powell and all the war chiefs, except three, are now lodged in the fort, with eighty of their warriors, the bone and sinew of their nation.

"Seventy negroes came in a day or two since, and a large number are now at Volusia, whither a steamboat goes this morning to get them.

"Powell and his band came with the avowed intention of having a talk, but probably with the real one of endeavoring to rescue Philip, who fell into our hands some days ago, as all were armed. Yesterday they arrived at about nine miles from here, and sent a message to Gen. Hernandez, who went out to see them. Gen. Jesup also proceeded to the vicinity of their camp, and while they were talking with Gen. H. they were suddenly surrounded by two hundred horse; so suddenly, that they had not time to raise a single rifle, though all had one by their sides. They were marched to town, and are now safely under lock and key, and there they will be kept, if watchfulness and a strong guard can keep them there."

The writer says he "does not think that this will immediately end the war, but we have drawn the fangs from the reptile, so that he can no longer bite."

SAVANNAH, Oct. 23.—1 P. M.—By the arrival of the steamboat Charleston, Captain BONNELL, last evening from Black Creek, we learn that all the troops at Black Creek had gone to St. Augustine; that Wild Cat or Co-a-coo-chee, who had been permitted to leave St. Augustine to visit the Indians, had returned according to promise; and that a number of Negroes had been sent in by the Indians to Fort Peyton. It was also said that Ocoola had sent word to St. Augustine, that he was in the neighborhood of Tomoka with a party of Indians, and that if they wanted him, they might come and bring him in. We learn nothing farther by this arrival.—*Republican*.

INDIANS AND FLORIDA.—We are requested to say, by the Quartermaster in this city, that the report of the Indians receiving 40 dollars per month for their services in Florida is false. They receive no more than the regular pay of the army.—*New Orleans Picayune*.

Our fellow citizen, Lieut. Col. J. BANKHEAD, of the 4th Artillery, left town some days ago, to resume the command of his regiment, now in Florida.

We hear of several officers who have offered to command volunteers for Florida, but as yet no men have come forward. Our friend Gen. WALLACE, we fear, will not be able to raise five companies. The preparations for the campaign are on a great scale; and, really, with reference to the enemy against whom it is waged, there is something ludicrous in the disproportion. One-fiftieth of the money the war has already cost would have bribed every Indian in the Peninsula to go westward.—*Fredg. Arena*.

SECOND REGIMENT OF DRAGOONS.—We are gratified to observe by the following from the Milledgeville Standard of Tuesday last, that the health of Colonel Twiggs is sufficiently restored to enable him to be at the head of his regiment.—*Georgian*.

MILLEDGEVILLE, Oct. 17.—Our gallant fellow citizen, Col. Twiggs, of the U. S. army, arrived in this city on Saturday last, on his way to Florida. Yesterday, about 10 o'clock, a corps of the 2d regiment of Dragoons, belonging to the regular service, from Jefferson Barracks, near St. Louis, (Missouri,) amounting to near four hundred, reached this place and will leave here to-day or to-morrow, under the command

of Col. Twiggs, to join the forces destined to operate against the Seminoles in the approaching campaign. May victory perch upon their standard.

VOLUNTEERS FOR FLORIDA.—From two to three hundred Volunteers, raised in this State, passed through here yesterday, for Jefferson Barracks, on their way to Florida. They all appeared to be in high spirits, and rode first rate horses. We believe they are under the command of Col. Gentry.—*St. Louis Bulletin of Oct. 19*.

GREENVILLE, C. H., S. C. Oct. 6.—The Volunteers, which were recently raised in this District and Pendleton for the Florida service, rendezvoused at Pinckensville, on Monday last, and were dismissed by the Governor, the Secretary of War not wishing their services for a shorter time than six months. Most of the volunteers from this District have returned to their homes, many of them regretting that circumstances have transpired which deprives them of an opportunity of visiting the battle fields on which so few laurels have been won. They had made up their minds to march to Florida, and numbers of them had settled their business and been at considerable expenses. When these things are taken into consideration, (aside from the expectation of gaining military glory,) it may well be supposed that a large majority of them heard the order given for their dismissal with deep regret.

We learn from the western papers, that the battle ground of Tippecanoe is to be enclosed by a post and plank fence seven feet high. The work is to be completed by the coming Christmas, and its expenses defrayed from the contingent fund at the disposal of the Governor of Indiana.—*New York Courier*.

THE EXPLORING EXPEDITION.—The U. S. frigate *Macedonian*, came to anchor in the North River on Monday evening. She was towed up by the steamboat *Hercules*, which had been taking the Liverpool packet *Hibernia* to sea. The steamboat went out about thirty miles, and seeing a signal flying on board the frigate, bore down to her. Several ladies, who had gone in the *Hercules* to see their friends off in the packet, were invited on board the *Macedonian*, where they were entertained by Commodore JONES and his officers in the handsomest style. The concluding preparations for the national expedition will be arranged at this port, and every thing augurs well for an auspicious and flattering result to the enterprise.—*Hudsons' Express*.

THE SHIP OHIO IN BOSTON HARBOR.—The U. S. ship Ohio came up on Thursday afternoon, says the Boston Gazette of Friday last, and anchored off the Navy Yard. The wind was from the eastward, with a plenty of it, and she advanced up the harbor in fine style with a large portion of her sail set. As she neared the city, however, one after another of the sails were taken in, and she veered by the wharves under her three topsails and jib.

#### OFFICIAL.

*Copy of a letter from the Surgeon of the West India squadron to the Secretary of the Navy, dated*

U. S. FRIGATE CONSTELLATION,  
Pensacola Bay, October, 12, 1837.

SIR: The surgeon's quarterly reports for July, August, and September, for all the ships upon this station, are herewith enclosed.

It affords me great pleasure to report that unabated good health continues to prevail on board every ship in the squadron.

The sickly season has now passed, during which the atmosphere has continued at a very high temperature, with scarce any fall of rain, and, as might have been expected, after an exposure of the miasmatic alluvia of extensive marshes, and the concentrated malaria of heated cities, to the influence of a powerful sun, conjoined with its immediate impres-

sion upon the human system, we have seen the yellow fever rife on the borders of the Gulf, and in the West Indies; but, fortunately, no case of this, or any other malignant disease, has occurred during the summer on board of any ship of the squadron.

When we consider, that a large part of the force has been employed during the last campaign in Florida, in protecting the points of depot, in exploring the rivers, and in examining the inlets and bays of an extensive and insalubrious coast; that we have since visited the most unhealthy ports of the Gulf of Mexico, with the efficiency of the squadron unimpaired by disease; it affords the strongest evidence of the judicious sanitary means adopted, redounding greatly to the credit of the executive officers, and permit me to add, of the medical corps, happily sustained by those in command.

I have the honor to be, sir,

Respectfully, your obedient servant,

D. S. EDWARDS, M. D.,

Surgeon of the Fleet.

To the Hon. MAHLON DICKERSON,

Secretary of the Navy, Washington.

**ARRIVAL OF THE PEACOCK.**—We learn, from the Norfolk Beacon of Friday, that the U. S. Ship Peacock, C. K. STRIBLING, Esq., Commander, bearing the broad pennant of Commodore EDMUND P. KENNEDY, 37 days from Bahia, came into the Capes of Virginia on Wednesday evening, and arrived in the harbor of that city on Friday morning.

List of officers attached to the U. S. ship Peacock, Oct. 26, 1837.

EDMUND P. KENNEDY, Esq., Commodore; C. K. Stribling, Esq., Commander, (acting;) Lieutenants, Charles C. Turner, Murray Mason, Richard L. Page, Sylvanus W. Godon, Thomas R. Rootes, (acting;) Fleet Surgeon, W. S. W. Ruschenberger; Assistant Surgeon, Wm F. McClenahan; Acting Master, B. S. B. Darlington; Commodore's Secretary, (Acting Purser,) Edward S. Whelen; Midshipmen, James I. Forbes, Edward S. Hutter, Charles M. Robinson, Charles Richardson, Wm S. Drayton, George W. Chapman, Wm. G. Benham, Henry Cadwalader, R. Delancy Izard, Louis McLane; Captain's Clerk, John Clar; Acting Boatwain, V. R. Hall; Gunner, A. S. Lewis; Acting Sailmaker, Jas. Ferguson; Acting Carpenter, N. S. Lee; Passenger, Lieut. Chas. H. Duryee.

## ARMY.

### OFFICIAL.

GENERAL } HEAD QUARTERS OF THE ARMY,  
ORDERS, } ADJUTANT GENERAL'S OFFICE,  
No. 71. } Washington, Oct. 30, 1837.

I. At a General Court Martial, which convened at Fort Columbus, New York, on the 23d October, 1837, by virtue of General Orders, No. 67, and of which Col E. CUTLER, of the 4th Regiment of Infantry, is President, was tried First Lieutenant JAMES DUNCAN, of the 2d Regiment of Artillery, on the following charges and specifications, to wit:

#### CHARGE FIRST.

##### Disobedience of orders.

**Specification:** In this: "That he, the said Lieutenant James Duncan, having been ordered by his commanding officer, Lieutenant Colonel I. B. Crane, on the 1st October, 1837, to proceed with a detachment of recruits, belonging to the 2d Regiment of Artillery, to Fort Hamilton, New York harbor, and on his arrival at that post, to report the same to the Adjutant General, did neglect to comply with the said order, but suffered the detachment to proceed from the city of New York to Fort Hamilton in charge of a non-commissioned officer, in violation of his instructions."

#### CHARGE SECOND.

##### Neglect of duty.

**Specification:** In this: "That he, the said Lieutenant James Duncan, having been instructed by Lieuten-

ant Colonel Crane, commanding the 2d Regiment of Artillery, on the 1st of October, 1837, to proceed with a detachment of recruits, belonging to that Regiment, to Fort Hamilton, New York harbor, did neglect to comply with the said order, and did suffer the detachment to proceed from the city of New York to the aforesaid post of Fort Hamilton, in charge of a non-commissioned officer."

#### CHARGE THIRD.

##### Unofficer-like conduct.

**Specification:** In this: "That he, the said Lieutenant James Duncan, having been instructed by his commanding officer, Lieutenant Colonel Crane, on the 1st day of October, 1837, to proceed with a detachment of recruits to Fort Hamilton, New York harbor, and, on his arrival at that post, to report the same to the Adjutant General, and receive his instructions, did not comply with his orders, but did leave the detachment entrusted to his charge, and remain in the city of New York, and did then and there make a report to the Adjutant General, dated "Fort Hamilton, New York harbor, 3d October, 1837," reporting his arrival, with the detachment in his charge, at the said post of Fort Hamilton, thereby not justly representing the facts to the Adjutant General in his report."

To which charges and specifications the accused pleaded as follows:

To the first charge, "Not Guilty."

To its specification, "Guilty," except the words, "did neglect to comply with said order."

To the second charge, "Not Guilty."

To its specification, "Guilty," except the words, "did neglect to comply with said order."

To the third charge, "Not Guilty."

To its specification, "Guilty," except the words, "thereby not justly representing the facts to the Adjutant General in his report."

### FINDING AND SENTENCE.

The Court, after mature deliberation on the testimony adduced, find the accused, First Lieutenant James Duncan, 2d Regiment of Artillery,

"Guilty" of the specification to the first charge, and

"Guilty" of the first charge.

"Guilty" of the specification to the second charge, and

"Guilty" of the second charge.

"Guilty" of the specification to the third charge, and

"Guilty" of the third charge, and do sentence "the accused, First Lieutenant James Duncan, 2d Regiment of Artillery, to be reprimanded in General Orders."

"The Court are induced to be thus lenient in their sentence, on account of the extenuating circumstances of the case, as set forth in the testimony for the defence."

II. In confirming the proceedings of the Court, in the case of Lieutenant DUNCAN the Major General feels himself called upon to admonish that officer against a recurrence of like offences, so incompatible with his duty and good discipline. It appears that Lieutenant Duncan wrote his despatch at New York, on the 3d of October, but dated it "Fort Hamilton," in which he reports his arrival at that post on the same day; when it is in evidence that the Lieutenant did not actually arrive at Fort Hamilton until the day after, being the 4th of October. If an officer should report the execution of any service specially enjoined upon him, without, in fact, having performed it, he would subject himself to the charge of making a false report. The quitting of his command in the city of New York, and then failing to follow it to Fort Hamilton on the same day, so as to verify his presence there on the 3d of October, as stated in his official report, written in the city, are derelictions from duty and strict propriety, which are highly reprehensible.

Lieut. Duncan will be released from arrest, and report for duty to the commanding officer at Fort Hamilton.

III. At a General Court Martial which convened at Fort Columbus, New York, on the 25th October, 1837, and of which Lieutenant Colonel I. B. CRANE, of the 2d Artillery, is President, was tried Second Lieutenant C. H. E. SPOOR, of the 4th Regiment of Infantry, on the following charges and specifications, to wit:

#### CHARGE FIRST.

##### Disobedience of orders.

**Specification:** In this: "That he, the said Lieutenant C. H. E. Spoor, having been ordered by the Ad-



Adjutant General of the Army, in a letter dated the 24th August, 1837, to "repair to Fort Hamilton, and there remain on duty until further orders," did fail to comply with said orders, and did remain absent from Fort Hamilton until on, or about, the 7th day of September, 1837.

## CHARGE SECOND.

## Neglect of duty.

**Specification:** In this: "That he, the aforesaid Lieutenant C. H. E. Spoor, having been ordered by the Adjutant General of the Army, in a letter dated the 24th of August, 1837, to 'repair to Fort Hamilton, and there remain on duty until further orders,' did neglect to comply with said orders, and did proceed elsewhere, and remain absent from the duty, to which he had been assigned by the Adjutant General, in the letter aforesaid, until on, or about, the 7th September following."

To which charges and specifications the accused pleaded as follows:

- To the first charge, "Not Guilty"
- To its specification, "Guilty," except the words, "did fail to comply with said orders."
- To the second charge, "Not Guilty."
- To its specification, "Guilty," except the words, "did neglect to comply with said orders."

## FINDING AND SENTENCE.

The Court, after mature deliberation on the testimony adduced, find the accused, Second Lieutenant C. H. E. Spoor, of the 4th Regiment of Infantry,

- "Guilty" of the specification of the first charge.
- "Guilty" of the first charge.
- "Guilty" of the specification of the second charge.
- "Guilty" of the second charge; and do sentence him, "Second Lieutenant C. H. E. Spoor, to be suspended from rank and command for three months, and to be reprimanded in General Orders."

The members of the Court, "in consideration of the inexperience of the accused, unanimously recommend a remission of that part of the sentence which requires that he be suspended from rank and command."

IV. In the case of Second Lieutenant C. H. E. Spoor, of the 4th Regiment of Infantry, the Court, fortunately for him, seems, in some degree, to have regulated the measure of its award by the supposed inexperience of the officer, whose first duty is the strict compliance with his orders and instructions. The experience which would teach him that he must obey orders according to the rules and discipline of war, ought to be acquired when the officer subscribes to, and swears to observe them; and the want of it in a graduate of the Military Academy, and a Lieutenant by commission more than a year, is not a sufficient excuse.

The proceedings in the case are confirmed; and on the recommendation of the officers of the Court, so much of the sentence as suspends Second Lieutenant Spoor from rank and command, is hereby remitted.

Lieutenant Spoor will be released from arrest, and report for duty to the commanding officer of Fort Hamilton.

V. The General Court Martial, of which Lieutenant Colonel Crane is President, is hereby dissolved.

VI. THE MAJOR GENERAL Commanding the Army trusts that such evidences of neglect and indifference to orders as are exhibited in the recent trials at New York will not again be repeated. The occasion is a proper one to remark, that there are instances of unwarrantable delay and negligence in complying with orders, which are altogether at variance with the public interest and the discipline of the army. When orders are received, they must be promptly obeyed. To delay their execution, or to proceed to a designated post by any other than the direct and most expeditious route, marks the absence of a proper military spirit in the officer, as well as indicates an unsound discipline, approaching too near to contempt of authority, and indifference to military duty. If such irregularities have in any instance escaped official notice, the Major General entertains the hope, that forbearance to notice them, heretofore, will not be considered as justifying, for the future, any departure from the proprieties of the service, or delay in complying with orders. And he enjoins it upon the Generals, and all officers in command, to see to the prompt execution of orders, and the observance of the rules and regulations by all officers subject to their authority.

By ORDER OF ALEXANDER MACOMB,

MAJOR GENERAL COMMANDING-IN-CHIEF,

ROGER JONES, Adj't. Gen.

GENERAL } HEAD QUARTERS OF THE ARMY,  
ORDER, } ADJUTANT GENERAL'S OFFICE,  
No. 70. } Washington, Oct. 24, 1837.

Complaints having been made to the War Department, that the Suttlers on the frontiers are in the habit of trading with the Indians, and selling them ardent spirits, the Secretary of War directs, if such be the case, that the practice be forthwith discontinued. And the Secretary of War further directs, that the commanding officers of posts see that the regulations, forbidding Suttlers to keep in store or sell spirituous liquors to the troops, be strictly enforced.

By ORDER OF ALEXANDER MACOMB,

MAJOR GENERAL COMMANDING IN CHIEF:

ROGER JONES, Adj't. Gen.

## CIRCULAR.

QUARTER MASTER GENERAL'S OFFICE, }  
Washington, Oct. 25, 1837. }

SIR: The 39th paragraph of the Regulations for the Quarter Master's Department, which provides for the issue of fifteen hundred pounds of coal as equivalent to a cord of wood, had in view *anthracite* coal. The Secretary of War directs that, whenever, under like circumstances, the issue of *bituminous* coal shall become necessary, the allowance shall be thirty bushels in lieu of a cord of wood.

I am, sir, respectfully,

Your obedient servant,

T. CROSS,

Acting Q. M. General.

## SPECIAL ORDERS.

Oct. 23.—Adj. J. Pickell, 4th Art., to proceed to Florida, and report to the Lt. Col. commanding the regiment Capt. J. W. Cotton, 3d Inf., to join his company Fort Towson.

Major Fauntleroy, 2d Drags., to join his regiment in Florida.

Oct. 27.—Major J. M. Glassell, 6th Inf., to repair to Camp Sabine, and assume the command of the battalion of the 6th Inf., now there.

Maj. B. Riley, 4th Inf., to join his regiment in Florida.

Oct. 28.—Lt. J. Connor, 5th Inf., temporary duty at Fort Pike, La.

Lieut. W. N. Grier, 1st Drags., sick leave 4 months.

## NAVY.

## ORDERS.

Oct. 24.—Lieut. S. F. Hazard, Navy Yard, Boston.

P. Mid. J. J. White, do. N. York.

26—Surgeon C. Chase, do. Portsmouth.

30—Leave of absence, for three months, granted to the officers of the U. S. ship Peacock.

## VESSELS REPORTED.

Frigate United States at Gibraltar, Sept. 7.

Ship Independence, Commo. Nicolson, sailed from Portsmouth, Sept. 28, for Rio Janeiro.

Revenue Cutter Campbell, Lieut. Com. Coste, from a cruise and last from Ocracoke, arrived at Norfolk on the 26th ult.

## MARRIAGES.

In Washington, on Thursday evening, 26th ultimo, CHARLES B. FISK, Esq., Engineer-in-Chief of the Chesapeake and Ohio Canal, to Miss MARY ELIZABETH, daughter of Maj. GEORGE BENDER, late of the U. S. Army.

At Pensacola, on the 28th Sept., JAMES K. BOWIE, U. S. Navy, to Miss CECILIA COLLINS, youngest daughter of A. COLLINS, Esq. of that city.

In Boston, JOHN A. WINSLOW, of the U. S. Navy, to Miss CATHERINE AMELIA, daughter of BENJ. WINSLOW, Esq. of that city.

At Fort Monroe, on the 25th ult. Rev. FREDERICK D. GOODWIN, Rector of Trinity Church, Staunton, Va., to Miss MARY F., daughter of Dr. ROBERT ARCHER, U. S. Army.

## NAVY GUNPOWDER.

NAVY COMMISSIONERS' OFFICE, }  
OCT. 30, 1837. }

SEALED PROPOSALS will be received at this office until three o'clock, P. M., of the 15th day of November next, for furnishing nine hundred barrels of

cannon, and ninety barrels of priming powder, at each of the navy yards at Charlestown, Massachusetts, Brooklyn, New York, and Gosport, Virginia. The proposals must be made separately for each navy yard; and the offers for each will be considered without reference to the offers for other navy yards.

The powder must be manufactured in the best manner, and from the best and purest materials; must be glazed, and be granulated of such size, and be subject to such tests and inspection, as the Navy Commissioners may direct, for ascertaining its strength, density, and ability to resist the action of humidity without serious deterioration. The strength of the powder will be determined by the distance which one ounce, avoirdupois weight, will throw a twenty-four pound ball from the navy eprouvettes.

The average range of the whole quantity under every contract must be equal to 250 yards, and no barrel of powder will be received of which the range shall not exceed 200 yards.

In selecting the powder for the proofs, one sample will be taken from near one of the heads, and one from near the centre of each barrel; and if the two ranges from the same cask shall differ more than twenty yards, a third sample shall be fired to determine the mean range for the cask, otherwise the mean of the two ranges shall be taken as the mean range of the cask. The test for determining the density and ability to resist moisture will be comparative; and the powder must, in these respects, be perfectly satisfactory to the Commissioners of the Navy, or it will not be received, whatever may be its strength.

The whole of the said powder must be packed in good, sound, dry, well seasoned, substantial *copper-hooped* casks, of such dimensions that, with one hundred pounds of powder in each, a space of two inches will be left between the powder and head, when standing on end. The hoops must be eight in number for each barrel, well riveted, one inch in width, of uniform thickness, and the weight of the hoops not less than sixteen pounds on each barrel.

The whole quantity of each denomination of powder must be delivered on or before the first day of May, 1838.

The persons contracting will be furnished, upon applying to the Navy Commissioners, with the necessary directions, to show the size to which the powder is to be granulated.

Persons making proposals must state the price asked per pound, including all the expenses of casks, *copper hoops*, packing, and delivery, and every other expense to them, attending the fulfilling the contracts to be made, excepting the charge and expenses of inspection and proof, which will be provided and borne by the Government.

No payment will be made upon a less quantity than is required at any one of the navy yards, nor until the same shall have been delivered, inspected, tested, approved, and received, to the entire satisfaction and approbation of the Commissioners of the Navy, or such other persons as they may appoint. No extension of the time stated for delivery will be granted.

Ten per centum will be withheld from the amount of all payments on account of the contract or contracts to be made, not to be paid until they are in all respects complied with.

Nov. 2 -td

#### CHAIN CABLE IRON.

NAVY COMMISSIONERS' OFFICE, }  
20th Oct., 1837. }

**P**ROPOSALS, sealed and endorsed "Proposals for Chain Cable Iron," will be received at this office until three o'clock P. M., of the 6th day of November next, for furnishing and delivering at the navy yard, Washington, D. C., the following quantities and descriptions of iron for chain cables, &c.

4050 links 2 1-4 inches diameter, and 25 inches each in length,

75 and links 2 3-4 inches diameter, and 39 inches in length,

4 anchor shackles,

3 inboard shackles,

30 connecting shackles,

9 swivels,

3 box-pieces,

4 feet 6 inches of 4 by 3 3-4 inches oval pin iron,

21 feet of 3 1-4 by 2 3-4 inches oval pin iron.

Models and drawings, showing the shapes and dimensions of the iron required for shackles, swivels, boxes, and pin iron, and any other information will be furnished by the commanding officer of the navy yard, Washington.

All said iron must be of American manufacture, without any admixture of foreign iron; must be of the best quality, and hammered from blooms. To be first hammered four inches wide and one inch thick, then cut and piled four inches thick, then drawn under the hammer to near the sizes, and then rolled to the sizes required. The links are to be cut on the flat side of the bars, in order that they may be turned edgeways.

The shackles, swivels, and box pieces, to be drawn to pattern from double refined iron; the pin iron to be manufactured with the links, and in the same manner; little or no sand to be used in manufacturing the iron.

The whole of the said iron to be free from flaws, raw and fagged ends, and all other defects; and must be delivered in straight lengths. On delivery, it will be inspected, tested, and proved, under the instructions of the commanding officer of the navy yard, Washington, to determine whether it is all of proper quality, and corresponds in all respects to the terms, stipulations, and conditions of the contract to be made, and must be in all respects perfectly satisfactory to him, or it will not be received.

All the said iron must be delivered on or before the 31st December next.

Ten per centum will be withheld from the amount of each payment, on account of the contract to be made, as collateral security, (in addition to a bond in the amount of one-third of the amount of the contract, to be given to secure its performance,) and will not, in any event, be paid, unless the contract shall be complied with in all respects.

Persons offering must state the mean price asked per pound, and without distinction, for the different kinds of iron required.

Letters from persons who are proposed for sureties must be forwarded with the offers, stating their willingness to become sureties for the parties offering.

Where the parties offering, and their sureties, are not well known to the Board, the certificate of the District Attorney, or some Navy Agent, or other person known to the Board, that the parties are responsible, and, in their opinion, able to comply with their contracts, if made, must also be forwarded with the offers.

Oct. 26—td

#### RATIONS FOR THE MARINE CORPS.

QUARTERMASTER'S OFFICE MARINE CORPS, }  
Washington City, Oct. 18, 1837. }

**S**EPARATE PROPOSALS will be received at this office until the 20th day of November next, for furnishing rations to the United States Marines, at the following stations, for the year 1838.

Portsmouth, New Hampshire; Charlestown, Massachusetts; Brooklyn, Long Island, New York; Philadelphia, Pennsylvania; Gosport, near Norfolk, Virginia; Pensacola, Florida; Washington City, District of Columbia.

The ration to consist of one pound and a quarter of fresh Beef, or three quarters of a pound of Mess Pork, eighteen ounces of Bread or Flour, at the option of the Government, and at the rate of four pounds of good green Coffee, eight pounds of good New Orleans Sugar, eight quarts of Beans, four quarts of Vinegar, two quarts of salt, four pounds of Soap, and one and a half pounds of candles to each hundred rations.

It is understood that all the necks and shins of Beef are excluded, and the Bread or Flour shall be of superfine quality; all the articles to be unexceptionable; and to be issued to the troops without expense to the United States. The Proposals to be endorsed "Proposals for Rations, for 1838."

Oct. 26—td.

E. J. WEED, Q. M. M. C.

The Portsmouth Gazette, New Hampshire American Sentinel, and Pennsylvania, Philadelphia; the New York Times, Morning Post, Boston; the Republican Herald, Providence, R. I.; Baltimore Republican, Norfolk Herald, and Pensacola Gazette, will give the above three insertions per week, and send one copy of the paper containing the advertisement to this office.